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THE POPULAR  
SCOTCH WHISKY.  
Per Dozen ... \$13.50  
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12, Queen's Road.

# Hongkong Daily Press.

ESTABLISHED 1857.

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The Highest Possible Award.  
**JOSEPH GILLOTT'S PENS.**  
Of Highest Quality, and having  
Greatest Durability are there-  
fore CHEAPEST.  
The Only Award Chicago, 1893.

No. 13,864 號肆十陸百捌千零萬卷第 日卷十式月柒年捌十二精光 HONGKONG, TUESDAY, AUGUST 20<sup>th</sup>, 1902. 式齊福 號陸十式月捌年式零百九仟壹英港香 PRICE, \$2<sup>1</sup> PER MONTH

## WATSON'S GINGER BEER

IN STONE BOTTLES  
IS BREWED IN THE COLONY  
AND IS THE BEST ON THE  
MARKET.

A. S. WATSON & CO.  
LIMITED.  
ESTABLISHED 1841.

JOHN WALKER & SONS'  
PAROUS  
KILMARNOCK WHISKY.

This World-renowned  
Fine Old HIGHLAND WHISKY,  
Sole Shippers—CUTLER, PALMER & CO.  
is obtainable in Hongkong from their Agents.  
SIEMSSSEN & CO.  
Hongkong, 1st January, 1901.

CUTLER, PALMER  
& CO.'S  
PRICE \$11.25 PER DOZEN  
NET

"SPECIAL BLEND" WHISKY

Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
SIEMSSSEN & CO., Hongkong.  
HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.

TIME TABLE

WHERE DATES  
7.20 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.50 a.m. Every 15 minutes.  
8.00 a.m. to 9.20 a.m. Every 10 minutes.  
9.00 a.m. to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.00 p.m. Every 10 minutes.  
2.00 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 2.30 p.m. Every 10 minutes.  
2.30 p.m. to 2.50 p.m. Every 15 minutes.  
2.50 p.m. to 3.00 p.m. Every 10 minutes.  
3.00 p.m. to 3.30 p.m. Every 15 minutes.  
3.30 p.m. to 4.00 p.m. Every 10 minutes.  
4.00 p.m. to 4.30 p.m. Every 15 minutes.  
4.30 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 6.30 p.m. Every 15 minutes.  
6.30 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.  
8.00 p.m. to 9.00 p.m. Every 10 minutes.  
NIGHT CARS  
4.45 p.m. to 9.45 to 11.15 p.m. very 4 hours.  
SUNDAYS  
5.00 a.m. to 8.20 a.m. Every 15 minutes.  
8.20 a.m. to 9.20 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
1.45 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
8.00 p.m. to 9.00 p.m. Every 15 minutes.  
NIGHT CARS as on Week Days.  
SATURDAYS  
Extra cars at 11.30 a.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 28 & 40, Queen's Road Central.  
JOHN D. HUMPHREY & SON,  
General Managers.  
Hongkong, 1st October, 1901.

VICTORIA  
CYCLE  
EMPORIUM.  
THE pleasure of cycling comes in having  
a First-class Machine, and the above  
Establishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLY" CYCLES,  
and we also supply Fixtures of every description.  
Bargains can be had in Second-hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a Specialty.

MCKIBBLE & CO.,  
43 & 45, QUEEN'S ROAD EAST,  
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.

PORLTAND CEMENT.  
\$5.50 per Cask of 375 lbs. net ex Factory.  
\$3.50 per Bag of 250 lbs.  
SHIWAN, TOWNS & CO.,  
Genses' Managers.

Hongkong, 7th June, 1902.

HOTEL

THE QUEEN'S HOTEL,  
ELGIN ROAD, KOWLOON.

Ten minutes walk from the Steamer  
Wharf, and seven minutes by Ferry-launch  
from the City of Victoria.

A First-class Hotel, with thirty-five very  
handsome rooms.

Dinner and Bedding—

By the day ... From \$5 to \$7.00  
month ... \$25 to \$110.00  
for Married Couple, \$160.00

Everything of the Best.

Dinner Parties by Special Arrangement.

Billiards (Burton Match Table).

Most perfect culinary arrangements.

Food both in European and Eastern styles.

H. BUTTONEE,

Proprietor.

Hongkong, 25th November, 1901.

## W. BREWER & CO. 23 & 25, QUEEN'S ROAD.

### NEW BOOKS AND EDITIONS.

The International Library of famous  
Literature, selections from the World's great  
Writers Ancient, Medieval and Modern,  
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planatory Notes and Critical Essays by  
many Eminent Writers, edit'd by Dr.  
Richard G. Moore, C.B., with nearly 500  
full 1-1/2 inch Illustrations, in 20 Volumes, bound morocco,  
quite new ... \$100.00  
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THE FRENCH IN TONKIN AND  
SOUTH CHINA.  
BY ALFRED CUNNINGHAM.  
ILLUSTRATIONS AND MAP.  
Price 33.

CHEAP SILURIAN NOTE PAPER  
AND ENVELOPES, 5 Quires  
and 100 Envelopes 31.

DE LA RUE'S IMPERIAL TREASURY  
NOTE PAPER AND ENVELOPES  
TO MATCH.

BOOTS AND SHOES—BLACK  
AND BROWN.

SANDOW'S COMBINED DEVELOPER

SANDOW'S GRIP DUMBBELLS.

INDIAN CIGARS.

EGYPTIAN CIGARETTES. [33]

PHOTOGRAPHIC PLATES, PAPERS  
AND CHEMICALS  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
A. O. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.

## DRESSELHUYS & NIEUWENHUYSEN'S DUTCH CIGARS.

MADE FROM THE MILDEST AND FINEST

HAVANA, DELI (SUMATRA) TOBACCO.

SOLE IMPORTERS

## HOTZ, S' JACOB & CO.

[a2156]

## COTTAM & CO.

FOR

STRAW BOATING HATS,

PANAMA,

FELT TERAI.

[a2157]

## COOLALTA BURGUNDY. ST. RAPHAEL WINE.

THE ABOVE WINES ARE STRONGLY RECOMMENDED TO  
INVALIDS RECOVERING FROM MALARIA  
OR DENGUE FEVERS.

## CALDBECK, MACGREGOR & CO., SOLE AGENTS.

[a2158]

## "THAT TIRED FEELING."

HOW VERY DISHEARTENING IS THAT TIRED FEELING SO GENERAL  
IN THE HOT SULTRY MONTHS. IT MAKES LIFE, WHICH OUGHT TO  
BE A POSITIVE LUXURY, SOMETHING VERY NEARLY APPROACHING A  
TROUBLE HEADACHE AND A GENERAL STUFFINESS OF FEELING MAKE  
WORK A MISERY. THE FAULT LIES IN THE LIVER WHICH REQUIRES  
PUTTING IN THOROUGH WORKING ORDER.

## TONINE DOES THIS.

## WATKINS, LIMITED, APOTHECARIES HALL, HONGKONG.

[a2159]

## AUCTIONS

### PUBLIC AUCTION.

THE Undersigned have received instructions  
from A. RHD, Esq., to Sell by Public  
Auction.

TO-MORROW (WEDNESDAY),  
the 27th August, 1902, at 2.30 P.M., at No. 2,  
VICTORIA VIEW, KOWLOON.

THE WHOLE OF HIS

HOUSEHOLD FURNITURE,

Comprising—

TEAK-WOOD SIDEBOARD, DINNER  
WAGGON, BOOKCASE, EXTENSION  
DINING TABLE, COUCH AND CHAIRS IN  
LEATHER and FANCY UPHOLSTERY,  
CABINETS, MATS and MATTING,  
CURTAINS and CURTAIN POLES WITH  
BRASS KINGS, WARDROBES,  
WASHSTANDS, TOILET TABLES,  
BEDSTEADS, NAPERY and CUTLERY,  
PLANTS, &c., &c.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 25th August, 1902.

[a2275]

## BONZOLINE.

The SUBSTITUTE for IVORY in the  
TROPICS. Does not crack or change its shape.

Is coloured throughout and always keeps its  
colour.

Has the same hardness, click and elasticity  
as the very best ivory.

BONZOLINE BILLIARD BALLS, size 2 1/4 inch  
Rs. 31/8 set of three.

BONZOLINE POOL BALLS, size 2 1/4 inch,  
Rs. 12/- set of twelve.

BONZOLINE PYRAMID BALLS, size 2 1/4 inch,  
Rs. 16/- set of sixteen.

BONZOLINE SNOOKER BALLS, size 2 1/4 inch  
Rs. 23/- set of twenty-two.

FRIDAY,

11th August, 1902, at 2.30 P.M., Sharp, on  
the POLO GROUND at CAUSEWAY BAY.

The following are the articles:

Major WARREN, R.A.—

"BRUMBLE," Bay Water Geling 14 1/2,

Winner of the Nil Desperandum Stake at the  
last Race Meeting.

"SHOAL" Cream Water Mare 14 1/2,

Winner of the Morrison Hill Cup, "Off Day"  
Races, 1902.

"KANGAROO," Winner of Races,

And

One BROWN MARE 14 1/2, 6 years old,

sound and only lately imported from Australia.

TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 25th August, 1902.

[a2267]

C. LAZARUS & CO.

BILLIARD TABLE MANUFACTURERS.

60 & 61, BENTINCK STREET.

CALCUTTA. 2119-2

PORLTAND CEMENT  
J. H. WHITE & SONS.

SOLE AGENTS FOR HONGKONG—

ALEX. ROSS & CO.

Hongkong, 1st July, 1902.

[a2268]

FURNITURE STORE  
Established over 20 Years  
IMPORTERS and EXPORTERS, and  
Dealers in Furniture, Blackwood,  
Jewellery, Cutlery, Cutlery, Electro-Plate, and  
Glassware. Dining-rooms and other Furniture  
on Hire, &c. For the HIGHEST GRADE,  
BEST and CHEAPEST.

GOOD Accommodation.

Excellent Cuisine.

Every Convenience for Tourists.

T. F. DA CIEZ, Manager.

Calcutta, 1st October, 1901.

[a2269]

VICTORIA HOTEL,  
SHAMEEN, CANTON,  
BRITISH CONCESSION.

GOOD Accommodation.

Excellent Cuisine.

Every Convenience for Tourists.

T. F. DA

## INTIMATION

A. S. WATSON & CO.,  
LIMITED.

BREWED  
GINGER BEER  
IN STONE BOTTLES.

THE GINGER BEER we supply is prepared in our well known factories from the freshest and best ingredients, and holds the unique position of being the only GINGER BEER in the Colony that is really BREWED.

Of the highest standard of excellence and purity, our GINGER BEER forms a most refreshing and health-giving beverage.

Per Doz.

PRICE (in Stone Bottles) \$1.75.

One Dollar per dozen is allowed for the bottles when received back at our factories in good condition.

A. S. WATSON &amp; CO.

LIMITED.

BREWERS OF GINGER BEER AND  
STERILISED WATER  
MANUFACTURERS.

ESTABLISHED A.D. 1841.

**NOTICE TO CORRESPONDENTS.**  
Only communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
Orders for extra copies of Daily Press should be sent before 11 a.m. or day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: PRESS, Codes: A.B.C. 6th Ed.  
Lieber &  
P.O. Box, 33. Telephone No. 12

*The Daily Press.*

HONGKONG OFFICE: 14, DES VIEUX ROAD, LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 26th August, 1902.

The South African war has emphasised the fact that the British Empire must for the future stand or fall together. This fact first presented itself to the nation at the Diamond Jubilee of 1897; but it was not till the nation at large saw the danger to the common interest should South Africa fall under influences other than British that the decisive blow was struck, and the Empire of "All the Britains" appeared Minerva-like armed cap-a-pie that the dream took corporeal existence, and was no longer a mere vision of an overwrought imagination. But if the new Empire has assumed in the face of the world at large certain pretensions, it has also pari passu incurred certain obligations; and though a portion of our older politicians would willingly postpone or forget these obligations, there come warning notes from too many quarters that the present is not a time to be taken unawares; but that for good or ill we must be prepared to make good our pretensions, as a world-wide Empire. This is the lesson to be learnt from history, ancient as well as modern. Long before the beginning of authentic history we find the Greek states in Asia Minor, individually feeble as they were through lack of population and the exaggerated value put on merely personal liberty, largely swaying the councils of the huge monarchies of Egypt and Assyria. Their skill and courage in war, and their wisdom in council gave them a position out of all proportion to their strength as a nation. The same feeling which caused the highest political unit of the Greeks to be, not a country nor a people, but a more city, was evidenced in the Greek colonies, which, once they had left their mother-home, had no higher ambition than to found separate cities, as often as not hostile to the mother state, and at no time a source of

greatness or strength. Once partially, but in the event only partially, the Greek states joined their forces against a common enemy, and in the defeat of the great Persian invasion showed what Greece might have been had she only permitted the idea of union to overcome the strife of party. Once a stronger head than that of his fellows did indeed unite the Greeks forcibly in the conquest of Asia, and the realm of ALEXANDER, under the leadership of that great master-mind, bid fair to make of Greece a world power; but with the too early death of ALEXANDER the spirit of disruption again prevailed, and his territory awaited the advent of a wiser if less talented race. Rome, far less brilliant in her early development, from the first day set about to consolidate and assimilate each successive conquest. Cities and peoples were not overrun for the mere sake of barbarian conquest, but were taught the higher necessity of working together with the common object of founding a great Empire. Roman law and Roman finance were everywhere introduced, and the honour of being a Roman citizen was appreciated by the farthest dweller in Asia Minor as highly as by the dweller in the Italian cities. The result of all this was that except for her literary culture, the name of Greek, once so famous in arms as in arts, sank down to be the title of a race of literary pedants. Rome fell indeed in the end before the attacks of the northern races, inferior to herself in no way in the scale of mental ability, and far her superiors in those inward graces of truth, honour, and chivalry, which are the main standards of continuing greatness. But Rome did not fall without leaving her mark on all succeeding time. She had introduced for the first time in human history a system of universal law which to the present time survives as the basis of civil law. Nor was she less successful in the regions of finance and statescraft, and in her ability of utilising in the common good the diverse practices of her constituent peoples.

Nor was the lesson once learnt ever forgotten. One by one the new states that grew out of the partition of the old Empire adopted its ways and its institutions, and the coronation of the Great KARL in the Basilica of St. Peter in Rome on Christmas day, 800, was the crowning achievement of the old Roman civilisation.

Although CHARLES's Empire fell on evil times, the central point has never been forgotten that common law and common finance must ever be the characteristics of abiding Empire; and it is noteworthy that when modern Germany saw the helpless state into which the old empire had fallen, her first instinctive act as a common nation was to establish a toll union, and abolish those petty regulations between the petty states of which she was then composed, which absurdly kept insunder the elements sighing already for union. In the same way it has been the boast of Great Britain that following the example of the old Roman she has introduced in her colonies the elements of a common law and a common system of finance. It is indeed true, superficially at least, that the apparent divisions of the laws are as numerous as the colonies themselves, while to large sections the Common Law of England is a thing unrecognised. South Africa has adopted for instance the civil law of Rome as developed in modern Holland. Quebec still upholds after its supercession in France itself the old Customary French law, a modification of which is to be found in Portland, Oregon, for the Philippines, with a cargo of 3,600,000 feet of Oregon pine, treated with Avenarius Carbolineum, for the Government. Another picture shows the method of treating the lumber; it is simply immersed in the Avenarius Carbolineum contained in a dipping vat, remaining in the same for a short time, according to size of the timber. It requires no machinery whatsoever, excepting a derrick for the handling of very large timber. In treating smaller quantities of timber a common brush can be used for applying the Carbolineum. The Avenarius Carbolineum treatment is said to give far better results in preserving timber than creosoting and other processes. It takes less time and the cost is smaller.

The Shanghai Times publishes the following telegram, under date 18th August, purporting to give the final decision as to the future of the Hongkong Regiment:—"Definite announcement made to-day that the Hongkong Regiment will be immediately disbanded, being replaced by the Ninth Gurkhas. This would seem to relieve the doubt that has of late found expression at Hongkong in regard to the future of the organisation; for while it seems to have been understood there, and at other places in the East, that a change was impending in that Colony, no authoritative statement was justified until to-day." The order for immediate disbandment will probably stand liberal interpretation. There will certainly be no great haste in that proceeding. The order may be construed to mean that disbandment is expected to occur at the time of the arrival of the Gurkhas at Hongkong. An official note attends the order, seemingly designed to pillow possible disappointment in any quarter. It says that disbandment is due only to the introduction of the new system of military relief."

well wonder at the developments which have already rendered obsolete the battle-axes of the past but a short fifteen years ago. One of the most marked ambitions of the day is curiously founded on the reversal of all that the Gladstonian school of economists professed to hold most sacred. We hear from certain quarters the cry of preferential trade, as if the internal trade of a country were a thing to be set about with racks and fetters. The question now before the country assumes far wider limits. Is our trade to be local or imperial? Is it more consonant with the possibility of empire to have duties hampering our increasing trade, say with Canada, or even with Australia, than in the old days that England should urge a protective tariff against Scotland or Ireland? Such things have happened, and in those days just the same arguments were made use of towards removing these disabilities as we hear nowadays, against what certain people look upon as little less than the service of Baal—an Imperial Zoroaster.

To get rid of inter-colonial duties is not yet one of the possibilities of finance, either at home or in the colonies themselves; but it is well to remember that every step, however short, taken in this direction brings us so much nearer to the conception of a genuine, instead of a mere pinhead, Empire.

The Commissioner in the Far East and Australia of the Louisiana Purchase Exhibition, Mr. John Barrett, arrived in Hongkong by the *Polyneisan* on Saturday afternoon.

The visitors to the City Hall Library and Museum last week were 200 non-Chinese and 44 Chinese to the former, 79 non-Chinese and 1,723 Chinese to the latter institution.

The U. S. transport *Buffalo*, which arrived on Saturday from Shanghai, left yesterday for San Francisco. The U. S. flagship *Rainbow* arrived on Sunday from Manila.

The P. & O. steamer *Bengal*, with the English mail of the 1st inst., left Singapore on Sunday, at 8 a.m., and may be expected here on Friday, at about 10 a.m. Replies are due to correspondence despatched hence on the 30th June.

The delay in the delivery of the *Daily Press* yesterday was due to the breakdown of the electrical driving plant. There may also be delay in to-day's delivery as the repairs were not complete at the time of going to press.

The Coronation celebration in Seoul took the form of an evening party at the British Legation. In the forenoon all the Korean Ministers of State and the Foreign Representatives called at the Legation, where they were entertained at dinner in the evening.

Among the recent arrivals in Shanghai from San Francisco is Dr. S. A. Ransom, of the United States Public Health and Marine Hospital Service, who has been sent to Shanghai for the purpose of conducting a branch of the Government Quarantine Service, the object being to inspect thoroughly all vessels, which have been cleared for American ports, and to issue certificates, duly signed to that effect. Similar stations have been introduced at Yokohama and Hongkong, and have proved a success, thanks to the co-operation of the shipping people. At Kobe and Nagasaki medical agents of the Government have been stationed to act in the same capacity as the doctors of the larger shipping ports of the East.

Messrs. Lüttgen, Einstmann & Co., Hongkong, send us an illustrated pamphlet issued by Messrs. Averanis & Co. with reference to the treatment of timber with Averanis Carbolineum, a patent preservative. One illustration shows the s.s. *Stratagel* loading at Portland, Oregon, for the Philippines, with a cargo of 3,600,000 feet of Oregon pine, treated with Averanis Carbolineum, for the Government. Another picture shows the method of treating the lumber; it is simply immersed in the Averanis Carbolineum contained in a dipping vat, remaining in the same for a short time, according to size of the timber. It requires no machinery whatsoever, excepting a derrick for the handling of very large timber. In treating smaller quantities of timber a common brush can be used for applying the Carbolineum. The Averanis Carbolineum treatment is said to give far better results in preserving timber than creosoting and other processes. It takes less time and the cost is smaller.

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A hemp-rope factory is shortly to be started in Manila, with modern machinery. The site is in Santa Mesa, near the river.

All the fighting in the Philippines is not over yet, for the Moros continue busily at the work of molesting outposts in Mindanao. The attacking parties, however, in all cases are small, and deaths very few on either side, it appears.

A New York telegram, of date 19th August, says that Major Porter, who was Governor Taft's assistant, has returned from Rome and says that the Pope and Cardinal Rampolla verbally promised that American priests would replace the Spanish friars in the Philippines.

The Japanese *Yamashita* papers state that the question of the House Tax is to be submitted to the Hague Tribunal. It is added that the Japanese authorities have proposed that the government should be drafted in Japanese. Meanwhile, the Russian Press, according to an *Ostaschische Lloyd* telegram, promises France Russia's support against Siam.

"The Boston Anti-slavery Society want to see Aggie." This is the undignified headline which a Manila paper gives to the following despatch, dated New York, 15th August:—"The Boston anti-imperialists have asked the consent of the government to visit Aguinaldo. In response the government enclosed a copy of the amnesty proclamation and implied that it had no objection to the "anti-slavery Society" going to visit the fallen chieftain."

Last week the body of a man, supposed to be that of an American, was found on the beach in Manila Bay. The body, when found, was wrapped in a government blanket, and a heavy chain about twenty feet long encircled his ankles and wound around the body as high as the neck, leaving the face bare. The body had been washed up out of the bay, and had evidently been in the water for several days. The man is supposed to have been murdered while aboard one of the many boats in the bay, and thrown overboard.

The last cholera report from the Philipines in the *Manila Times* of the 15th inst., was as follows:—Cholera has appeared at Appar. There are as yet only a few cases, but the spread of the disease to so remote a point is not considered encouraging. No report has been received from Iloco Norte. Dr. Dudley reports from Union that the disease is not as bad in that province as it has been reported. Cebu, with 59 cases, shows a slight reduction. In the city there were, at 8 a.m., only 21 cases and 11 deaths.

In the Manila Court, Judge Ambler has passed a verdict of guilty on Fred L. Dorr, proprietor of the *Manila Freeman* and Edward O'Brien, the editor, in the case of the United States and Civil Commissioner Benito Legarda against the paper for criminal libel. Sentence was deferred. The libellous passage consisted of the following head-lines:—"Traitor, Seducer and Perjurer. Sensational allegations against Commissioner Legarda made of record and read in English. Spanish reading waived. Wife would have killed him. Legarda pale and nervous."

One of the eleven Spanish gunboats which were sunk by Dewey's fleet on 10th May, 1898, has been raised by the Philippine Engineering and Construction Company. After a full month's work, Capt. C. W. Meade, who has the work in charge, finally succeeded in bringing the *Marques del Duero* to the surface. The usual method of raising sunken vessels was not employed in raising this vessel; instead of using lighters and purchases, Capt. Meade built baulks about the damaged parts of the gunboat, then freed her from the water by means of powerful pumps.

A Tokyo private despatch to Shanghai states that it is reported in Chinese circles in the former city that Minister Tsai Chun will probably return to China some time in early October next; further, that it is learned that telegraphic instructions had been sent to Prince

Tsai Chun, the Spanish-Coronation Ambassador, who is on his return to China via the United States and Japan, that when His Highness arrives in Tokyo he is to make a secret enquiry into the recent dispute between the Minister and Chinese private students in Japanese schools, and also go thoroughly into the question of the sending of students abroad.

Mr. Schwab, president of the American Steel Trust, of whom we have heard a good deal lately, is chiefly known because he receives the largest salary in the world—about £1,400,000 a year. He differs from other "Captains of Industry" in being content to remain a glorified wage-earner, cheerfully putting ten millions into the pocket of his employer for every million retained by himself." A recent critic draws a pleasing picture of "this amiable, smooth-faced young man" of forty. Mr. Schwab does not believe in trade unions on the ground that they discourage ability; and sees in the Trust the solution of the whole capital and labour problem. He has taken his former employer, Mr. Carnegie, as a model, and spends his money with like generosity. "He is bubbling over with sympathy and good-humor," says his critic.

An old Doncaster sportsman died last month who had seen every race for the St. Leger since 1826.

The Portuguese are cutting their hair at a great rate, says a correspondent of the *N.Y. Daily News*, and as this means acceptance of the established order of things, the Japanese government is delighted, and official accounts are regularly sent home of the number that present themselves daily at the harbors. In Suerteiro, a place somewhere or other in the southern part of the Island, the number has reached 1,500.

The Paris *Temps* announces the imminent opening at Paris of negotiations on the subject of Siam. It is considered that the existing difficulties can be smoothed over. To prove its desire to arrive at an understanding, Siam has requested France to designate a functionary who is to hold an important position at Bangkok. Meanwhile, the Russian Press, according to an *Ostaschische Lloyd* telegram, promises France Russia's support against Siam!

It would seem that there is something the matter, in the opinion of the Chinese Tariff Commission, Sheng and Li, with reference to the recent signing of the Tariff Treaty by Mr. Sharrett, the United States Tariff Commissioner, as may be seen from the gist of a telegram published in the *Sinewenpo*, sent the latter part of last week by the former to the Chinese Minister Wu, at Washington.—The American Tariff Commissioner, Mr. Sharrett, clandestinely signed the Tariff Treaty, without formally notifying us, and then suddenly left for his own country. We therefore request your Excellency to enquire from the United States Government whom they intended to appoint to sign in our presence our Tariff Treaty, with that Government. In the event of our receiving Imperial instructions to sign said document,—N.C. *Daily News*.

**THE HEALTH OF HONGKONG.**  
Five more Chinese plague cases, two of them fatal, were reported during the two days ending at noon yesterday. The two dead were found in the street, in Queen's Road East and Des Voeux Road Central.

The year's cases of plague now number 560 (6 Europeans, 533 Chinese, 19 other Asiatics), while the death number 545 (4 Europeans, 526 Chinese, 15 other Asiatics).

Last week's figures of communicable disease in the Colony were:—Plague 11 cases (all Chinese, 10 in Victoria), with 11 deaths; Cholera 18 cases, (2 Europeans, 16 Chinese, 14 in Victoria), with 15 deaths, enteric fever, 1 European case.

## MUSIC FOR THE PUBLIC.

The programme of music to be played by the band and pipes of the 3rd Burma Infantry to-morrow, on the New Parade Ground, between 5 and 6.30 p.m., is as follows:

|                |   |              |
|----------------|---|--------------|
| MARCH.....     | "Constellation".....                            | Clark        |
| OVERTURE.....  | "Zampa".....                                    | Harold       |
| SELECTION..... | "The Grizzly".....                              | Sidney Jones |
| GAVOTTE.....   | "Deuxieme Gavotte".....                         | Alphonse     |
| WALTZ.....     | "Les Baisers".....                              | Margie       |
| SONG.....      | "The Everlasting Day".....                      | Bevan        |
|                | BAOPES.   |              |
| MARCH.....     | "All the Blue Bonnets are over the Border"..... |              |
| MARCH.....     | "The Cameron Men".....                          |              |
| MARCH.....     | "Barbadoss Bells".....                          |              |
| MARCH.....     | "The Highland Wedding".....                     |              |
| STRATFORD..... | "The Cameronian Bant".....                      |              |
| EEL.....       | "Captain Duff's".....                           |              |
| MARCH.....     | "The Battle of Killiecrankie".....              |              |
|                | "God Save the King".....                        |              |

## A FILIPINO FREAK.

A child, in which all medical men and specialists in therapeutics in particular, will be interested, has been born in the Philippines. In the barrio of Rosario, in the district of San Miguel, a Filipino woman gave birth to two children. One was a boy, almost one and one-half feet long. The other, without sex, and about one foot and eight inches long. The latter had only one foot, which contained eight toes, and one hand, with five fingers. The left leg (which contained no foot) was about eight inches long, and the right arm was about the same length, containing no hand. The hand on the left side protruded directly from the body. The features of the face were regular, but the ears were on top of the head, just above the eyes. The other infant was normal, and looked healthy enough, but strange to say, it did not live as long as the deformed one, which lived an hour after birth. The mother, Petra Matran, is a woman of the poorer class.—*Manila Freeman*.

**S.P.C.A. WANTED.**  
Instances of cruelty to animals continue to be remarkably apparent in Hongkong, and one wonders when a branch of the S.P.C.A. is going to be set up locally: it has been promised so long but has never been taken form. There has been in this respect a great improvement noticeable in the Market late, thanks mainly to the vigilance and energy of Inspector AoEwen, but in the streets and in private shops one often comes across cases of animals and fowls being thoughtlessly tortured. It is nothing uncommon to see fowls hanging by the feet from nails stuck in walls, a position in which they must have remained for many hours. And in the handling of pigs being put ashore from boats from the mainland the same cruelty is observed on the part of many of the Chinese. Another customary sight is the Chinaman carrying home for his evening meal suspended by a bamboo string, gushing, livid. In Queen's Road the other day the passers-by were astonished to see a huge fish leap out of one of two baskets that were being carried on the shoulders of a

## POLICE COURT.

Monday, 25th August.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

## DEFAULTING CHAIR-COOLIE.

On the complaint of Mr. F. Maitland, Upper Richmond Road, a chair-coolie was charged with having left his service on 1st inst. without giving "mouth" due notice. Mr. Hazelard explained that when he went to get his chair on the day mentioned the defendant and the other three coolies had disappeared. The accused had only just been arrested.

When asked if he had any statement to make, the defendant stated that he would have stayed but for the other coolies running away. As it was, he could not find substitutes for them.

The Magistrate did not hold this to be a very good excuse and passed sentence of a fine of \$15 with the alternative of one month's hard labour.

## CHARGE OF VAGRANCY.

Robert McNamee was brought upon a charge of vagrancy and was discharged with a caution.

## DISCOURSES AWAKE.

Charles Nelson, a Swedish woman of the sailing ship *Kelat*, was fined, \$5 with the alternative of 12 days hard labour for having been harbored in a disorderly manner while drunk in the Hongkong Hotel bar on Sunday.

## GAMBLING AT THE TEMPLE.

Hwang Yau, a hawker, was impounded on a charge of having, along with others not in custody, engaged in gambling at Pak Tai Temple on Sunday.

He offered the time-worn excuse that he was only looking out, but His Worship took another view of the case and imposed a fine of \$5 with the option of seven days' hard labour.

## "AN OCEAN" IN TROUBLE.

J. W. Cowan, a seaman on H.M.S. *Otter*, was also sentenced to pay a fine of \$5 or go to gaol for seven days for behaving in a disorderly manner while drunk in Queen's Road East on Saturday.

## RESCUING A PRISONER.

A. Eirly, a gunner of the R.H.A., Murray Barracks, was indicted with having on Saturday night, along with others not in custody, rescued a prisoner from the lawful custody of the police.

The complainant, a Sikh constable, stated that while on duty at 11 p.m. he saw a sailor strike a coolie. He arrested the sailor, whereupon the defendant and others caught hold of him and the sailor escaped.

Defendant, when asked if he wanted to make any statement, said he did not remember anything about the affair.

Sentence—\$10 or three weeks.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

## TESTING A HOUSE.

Lo Chung was convicted of having entered a dwelling-house on the second floor of No. 17, McDonnell Road, Kowloon, for an unlawful purpose on the 24th inst., and was sentenced to three weeks' hard labour.

## THREE FROM A SHIP.

Hung Yau, an engineer, was charged with having stolen from the sailing ship *Kelat* a soft felt hat belonging to the master, Mr. John Hughes.

After evidence, he was found guilty and sentenced to undergo one month's hard labour.

## NEWCHWANG.

Wednesday, 15th August.

## THE WEATHER.

Rain is badly wanted, for the ponds are dry and the Chinese are now dependent for drinking water on the brackish river. To the west and south-east, as here, the crops of vegetables, grain, and beans are suffering from drought, while further north they are in better condition.

## BUSINESS IS DULL;

local prices of exports leave little or no margin for introducing shipping, and uncertainty about future supplies compels merchants and mill-owners to replenish their stocks at current rates. Importers also are suffering from over-importation in the spring and the poverty of the country people, owing to the three last troublous years. If rain fails during the next few days, we may expect the usual October revival of trade; if otherwise the outlook is very gloomy.

## RUMOURS.

As usual the air is full of rumours, the most truth-like being that the Russians will hand back the railway and country west of the Liao between the 1st and 14th of October. Our old friend, Ming Taotai, passed on the 6th inst., en route for Moukden, which leads us to some faith in those who assert that Chinese rule will be restored in this port before the end of the year.—*N.C. Daily News*.

## ABOLITION OF SLAVERY IN THE PHILIPPINES.

"The emblem of Liberty, Justice and Right," exclaims *Manila Times*, "that now floats over the Philippine Archipelago, that flag which was so rudely tattooed and torn and stained with blood to eradicate slavery in the homeland, will not smile on the traffic in human flesh and blood in the Philippines. Slavery in these islands will not be tolerated, even though condoned by ancient religion, law and custom. The authorities at Washington have decided that the traffic in human lives in these islands must cease." That neither slavery, nor involuntary servitude, except as a punishment for crime, whereby the party shall have been duly convicted, shall exist in this Archipelago. Such is the declaration of the Lodge Bill, passed at the recent session of the United States Congress, and now proclaimed by the Governor of the Philippine Islands as the organic law of the land."

Less logically our contemporary goes on to comment—"A communication has been received from Washington directed to the military authorities in general and the Commanding General of the Moro country in particular, instructing them that the slaves of the high men of the tribes must be released, where they request or demand it and that in no case, no matter what means are required or necessary to prevent it, must the Datus of the various tribes be allowed to use cruel or inhuman treatment toward their subjects."

## THE NATIVE LABOUR QUESTION.

We have received from the Secretary of the Hongkong General Chamber of Commerce, with a request for publication, the following letter. Mr. Lowe at the same time informs us that the Attorney-General has drafted a Bill to meet the cause of the complaint.

Hongkong, 5th June, 1902.

SIR.—I beg to bring to the notice of your Chamber a matter which affects the commercial interests of Hongkong, viz., the growing tendency of Chinese in the service of foreigners to have employment without notice and the inconvenience and loss to which employers are subject in consequence. And if your Chamber is of opinion that the evil is of sufficient extent and importance to justify remedial measures I beg to request that representations be made to Government with a view to legislation on the subject.

With regard to the extent of the evil I can of course speak with certainty only of those instances under my immediate notice, but from enquiries made of others I find the case of the Wharf Co. is not singular. The average Chinaman entering foreign employ has apparently no intention of giving fair service for fair pay. He takes employment as a matter of convenience; he intends to stay just as long as will enable him to learn a little English, find higher wages or other more congenial employment; then without the slightest warning and having received his pay, he departs, leaving the employer to shift as best he can without him. The inconvenience caused by this state of affairs, bad though it be, is however trivial compared with the serious consequences arising from a strike.

A Chinaman rarely follows the practice of other nationalities by giving his employer an opportunity of remedying a grievance, so that as a rule the first indication of it is stoppage of work, and the employer is face to face with that most effective weapon of theirs—combination—whilst the absence of legal protection from unjust combination, gives no alternative but to submit.

Disputes between employers and employed are of course time-worn subjects all the world over and elsewhere generally adjust themselves; but in Hongkong circumstances are peculiar. The native population is essentially a floating one: thousands come from the mainland, earn for a brief period what is to them fabulous pay, and then return to their homes for good. Thousands are attracted to the Colony by the high pay, but finding the surrounding ungenial, likewise return to it again.

The stream of change is ever flowing and there is no failure of supply. There is no permanence of residence; practically every man's home is elsewhere, and the Colony is looked upon as a place wherein to try one's luck and clear out winner or loser, the result being continual change of employment. Cook to-day, tallowman to-morrow, coxswain, gardener, watchman, shroff in turn, jacks of all trades, they are good at none.

To further emphasise this evil the Colony is honeycombed with so-called "clubs," which supported by subscriptions, afford food and shelter to those of work, and where matters connected with their particular industry are discussed, the discipline of the club often illegal, being binding on every member.

There is no incentive to honest work, no disgrace in dismissal; it is so easy to obtain new employment and when out of it there is the club or lodging with a friend at his master's expense. There is no family influence for good, and as the lower class Chinaman's ambition does not as a rule extend beyond his daily meals, it is not difficult to see the causes which have changed what 20 years ago was an industrious, faithful and useful servant into the ship-shod, worthless, indolent creature with which the Colony武装 to-day.

Thus matters are and thus must they continue until the evil finds its cure; meanwhile much good could I think be done if, in the case of domestic servants, it were made a punishable offence to leave regular employment without notice and I beg to ask that the Chamber will be good enough to address Government on the subject with this object in view.

As the law stands, employees can demand a month's salary in her notice, whereas the employer has no redress against his servant, except he be a domestic. It seems to me unfair that this should be so; but it is compulsory for the master to give his servant a month's notice, it should also be incumbent on the servant to do the same, especially so in Hongkong where if there is any clause needing protection against another, it is the foreigner against the native servant.—I am, Sir, Your obedient servant,

EDWARD OSBORNE,

Secretary.

Hongkong General Chamber of Commerce.

## CRUELTY TO ANIMALS AT MANILA.

The following is taken from the *Manila Freeman* of the 19th inst.—

Last Sunday week the Customs Inspector on board the steamship *Shanshi* was very much surprised to learn that the cattle on board that vessel had not been watered or fed for over thirty hours. He immediately hunted up the captain of the ship and told him of the circumstance. The captain said that it was none of his business and that the consignees of the cargo would have to look after the cattle. The consignees were also notified and paid no attention to the order of the inspector. As a result he informed Captain Chase, one of the port officials, who told the captain that it was imperative that he feed and water the cattle still remaining on the ship. The captain refused to do this with the result that the story went to still higher officials and yesterday when the *Shanshi* was ready to sail an order came from headquarters to Mr. Crampont ordering him to go to the *Shanshi* and revoke the clearance papers, which the vessel had already received, and forbid her sailing.

The captain of the vessel is an Englishman and has had an idea that he could do as he pleased in regard to the unloading of his vessel. He has however found out to the contrary, and will stay in the harbour until his case has been decided. The Surveyor of the port, Mr. Cairns, has recommended that he be arrested and punished for cruelty to animals, as he contends that notwithstanding the fact that the captain of the vessel is not responsible, common humanity would lead a man to give suffering beasts the necessities of life. The recommendation of Mr. Cairns will very probably be carried out.

## THE SHAREHOLDER AND THE AXE-GRINDER.

ANTI-BLUE (LOQUITUR).

"Greedy Axe-grinder! Do you mean to tell me.

That if we shareholders bound you from the Dock Board.

Your box in Canada will at once transfer his Custom to Farham's?

Please understand that when you were made Chairman.

It was not at all because you are a bigwig.

But as a mark of our appreciation

Of your employers.

Have you got a widow? Have you got an orphan?

Think of their feelings, doomed to live on Dock shares—

Ten little Dock shares—if you dock their incomes

Even ten dollars.

I am an orphan! I have got ten Dock shares!

Comfort and misery wait upon your action.

If you don't pay, may you too have to live on Rice without curry!"

AXE-GRINDER (LOQUITUR).

"Say, John! who taught you to talk so fashion?"

Being more better 'posse you sellum Dock shares.

You wanchee buyer? I'll take 'em from you

I'll pay two hundred."

## ANTE UP!

## REVIEWS.

*The French in Tonkin and South China.* By ALFRED CUNNINGHAM, *Hongkong Daily Press*, Hongkong, and 131, Fleet Street, London.

This little work, the fruit of a recent visit to Kwanchauwan, and Tonkin, supplies a good deal of up-to-date information which cannot fail to prove both interesting and valuable at the present moment, more especially in view of the forthcoming Exposition to be opened at Manila in November next. Concerning this very laudable enterprise a chapter is devoted to giving details of the show as it is to be, with sundry illustrations of the buildings. There are sketchy but pleasant descriptions of Haiphong and Hanoi, showing graphically the rapid improvements effected in both towns until, at the present time, the capital of Tonkin will, according to the author, compare not unfavourably with any city in the Far East. A full account is given of the system of railways inaugurated by M. Doumer, the recent energetic Governor-General of Indo-China, and those in working order are described, and illustrations of them and of the great bridge across the Red River at Hanoi are included. This bridge is 1,680 metres (5,500 feet) in length, one of the longest bridges in the world. It is built of steel on columns of dressed Tonkin stone. These stone pillars, 14 metres high, are built up on metal cylindrical piles, 30 metres deep, which are filled with cement! About 5,000 tons of steel were used in the structure, which consumed 89 tons of paint for its protection. The bridge cost \$6,000,000 francs, and is certainly a monument of French energy and enterprise. It was opened to traffic in November last. Concerning this very laudable enterprise a chapter is devoted to giving details of the show as it is to be, with sundry illustrations of the buildings. There are sketchy but pleasant descriptions of Haiphong and Hanoi, showing graphically the rapid improvements effected in both towns until, at the present time, the capital of Tonkin will, according to the author, compare not unfavourably with any city in the Far East. 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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

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Orders for extra copies of DAILY PRESS should be sent before 12 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PUXAS, Codes: A.B.C., 5th Ed. Liebers.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## TENDERS.

TENDERS for REPAIRS to the AMERICAN SHIP "LUZON," as required by the Surveyor's reports, which can be seen on application to the undersigned, are invited to be sent in to NOON, of THURSDAY, the 28th August, instant.

J. G. PARKS.

Master of American Ship "Lucon," Cars of E. C. RAY, No. 2, Pedder Street, Hongkong, 26th August, 1902.

## TO LET.

BROOKHURST, at the PEAK. Apply to LINSTEAD & DAVIS, Hongkong, 26th August, 1902.

## ZETLAND LODGE, NO. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASON HALL, Zetland Street, on MONDAY, the 1st September, at 8:30 for 9 P.M., precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 26th August, 1902.

## PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL ADMINISTRATOR to Sell by Public Auction the Estates of the late J. BODDIE, A. E. S. MASON, J. FERNANDES, and CHAN SZE.

TO-DAY (TUESDAY), the 26th inst., at NOON, at their SALES ROOMS, No. 20, Des Voeux Road,

SUNDAY GOODS AND EFFECTS, comprising TRAVELLING BAGS and TRUNKS, CLOTHING, CHAIRS, BOOKS, INDIAN CLUBS, &c. &c.

TERMS.—As usual.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 25th August, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

## "PERLA."

Captain J. McGinty, will be despatched above on FRIDAY, the 29th inst., at 4 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOME'S & CO., General Managers, Hongkong, 25th August, 1902.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID. Taking Care at through rates to the BRAZILS, to EAST and SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADELIATIC PORTS.

THE Company's Steamship

## "NIPPON."

Captain Klausberger, will be despatched above on WEDNESDAY, the 17th September, 1902.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents, Prince's Building, Hongkong, 26th August, 1902.

## CHEONG SHING GENERAL EXPORTERS.

DEALERS IN JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY WARES, EMBROIDERY, AND CHINESE CURIOS.

Wholesale and Retail. Prices very moderate. No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAUFF & Co.), Hongkong, 2nd June, 1902.

## TSANG FOO &amp; CO.

SAM WING HING

COAL MERCHANTS,

No. 48, DES VŒUX ROAD CENTRAL, Telephone No. 329, Hongkong, 23rd September, 1901.

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MARBLE and GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST. Estimates, Design & Price on Application. All descriptions of Granite for Export.

Hongkong, 17th October, 1902.

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THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUIN, 33, DES VŒUX ROAD CENTRAL, HONGKONG. From the U.S.A. of Pennsylvania, U.S.A.

Hongkong, 4th March, 1902.

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## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CALTRIDGES FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1902.

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D. DAVID GOOLSBY & SONS MERCHANT NAVY, NAVY BOILED LONG FLAX, CANVAS, RELIANCE CROWN TAFFLING, ARNOLD KARBERG & CO. Sole Agents.

Hongkong, 2nd April, 1902.

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Hongkong, 2nd April, 1902.

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HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS—

C. EWENS, Esq.

JULIUS FOCKER, Esq.

Chief Manager.

360, W. F. PLAYFAIR,

Gunsmiths.

Hongkong, 2nd March, 1899.

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Hongkong, 2nd January, 1899.

[161]

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS—

S. J. GODWIN, Acting Manager.

Note Address:—No. 1, ICEHOUSE ROAD.

Hongkong, 1st January, 1899.

[161]

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Hongkong, 1st January, 1899.

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REUTER, BRÜCKELMANN & CO.,  
Agents.

Hongkong, 21st April, 1902. 118

THE LIVERPOOL AND LONDON AND  
GLOBE INSURANCE COMPANY.  
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AGENTS for the above Company, are  
prepared to ACCEPT FOREIGN and CHINESE RISKS against  
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WM. MEYERINK & CO.,  
Hongkong, 3rd June, 1902. 1573

NORTH BRITISH AND MERCAN-  
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1901,  
£15,722,083.

I. AUTHORIZED CAPITAL £30,000,000 0 0  
SUBSCRIBED CAPITAL 2,750,000 0 0  
PAID-UP CAPITAL 857,500 0 0  
II. FIRE FUNDS 2,035,048 5 2

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AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
Current Rates.

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 1st July, 1902. 1796

THE WESTERN INSURANCE COM-  
PANY OF TORONTO, CANADA.  
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Cash Security £25,710

Total Losses Paid £26,792,240

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AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
Current Rates.

WM. MEYERINK & CO.,  
Hongkong, 22nd July, 1902. 1427

THE SALAMANDER FIRE INSURANCE  
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THE Underwriters, having been appointed  
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prepared to ACCEPT RISKS against FIRE at  
Current Rates.

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Hongkong, 16th May, 1892.

TRANSATLANTIC FIRE INSUR-  
ANCE COMPANY OF HAMBURG.

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prepared to ACCEPT RISKS against FIRE at  
Current Rates.

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Hongkong, 16th November, 1897. 15

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FIRE INSURANCE COMPANY, LTD.

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GENERAL AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
at Current Rates.

E. LEMAITRE & CO.,  
Agents.

Hongkong, 25th February, 1901. 477

NORTH GERMAN FIRE INSUR-  
ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above  
Company are prepared to accept First  
Class Foreign and Chinese Risks at Current  
Rates.

Hongkong, 29th May 1895. [27]

PHENIX FIRE OFFICE

The Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,  
Agents for the Phenix Fire Office.

Hongkong, 17th August, 1897. [28]

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FIRE at Current Rates.

TURNER & CO.,  
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Hongkong, 23rd August, 1902. [3262]

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Kowloon, 21st August, 1902. [2249]

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Hongkong, 4th February, 1902. [446]

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Care of W. BEWER & CO.,  
Hongkong, 21st August, 1902. [2244]

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Hongkong, 20th August, 1902. [2230]

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Hongkong, 14th February, 1901. [477]

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GENERAL AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
at Current Rates.

E. LEMAITRE & CO.,  
Agents.

Hongkong, 25th February, 1901. [477]

GOVERNOR TAFT ON THE  
PHILIPPINES.

Interviewed by the Singapore Free Press  
before he left for Manila, Mr. W. H. Taft,  
Governor of the Philippines, was naturally  
relicent about the mission to the Vatican.  
However, in view of the various reports as to  
the success or failure of his mission, he stated  
authoritatively that no decision had been arrived  
at Rome, but the negotiations there were more  
of a preliminary nature than anything else.  
The only actual result was that an Apostolic  
delegate to the Philippines was to be appointed  
who will proceed to the Islands in a reasonable  
short time and as the result of his investigations  
there and consequent recommendations to the  
Vatican a settlement of the troublesome  
question may be confidently expected.

The Government of the Philippines is purely  
a Civil one at the present time, said Governor  
Taft, the pacification of the Filipinos is practically  
complete and the Islands are free from the  
military régime. The Civil Commission is a  
governing body was formerly under the Com-  
mander-in-Chief of the Philippines but now this  
has all been altered and the U. S. forces at  
present in the Island, numbering 18,000 officiers  
and men, are under the command of a  
Major-General who commands them as a division  
of the U. S. Army. The Civil Commission is  
empowered to administer the Government according  
to the President's instructions. Governor  
Taft at his head, with additional powers  
conferred on him. All important measures are  
subject to revocation by the U. S. Secretary for War,  
but in minor matters the Governor and  
Commission are paramount. The Commission  
has authority to sell public land, to  
grant mining rights and concessions,  
to grant corporate franchises rights for rail-  
roads and in short to do in every way desirable  
for the public improvement. A new era is  
certainly looked forward to despite the  
vigorous opposition of a small section of Anti-  
Imperialists in the United States. After two  
years a census of the islands is to be taken and then  
if in the opinion of the President of the  
U. S. the step is justified, there will be created  
a Lower House consisting of from fifty to a  
hundred representatives chosen from the people,  
whilst the present governing body will con-  
stitute an Upper Chamber, similar to the  
political representation in the Mother Country.  
None would be excluded from the Lower House  
on racial grounds; a Filipino, Spanish or  
Mexican U. S. subject if properly elected, would  
be able to take his seat in as regular a  
manner as an American and in this way the  
voice of the people in the cause of its own  
government would be distinctly heard.

The silver problem is unsettled. The  
Commission which was appointed to inquire  
into the matter recommended a gold standard,  
like that of Japan, that is, that a silver peso should  
be coined which should be worth fifty cents  
gold or silver and which should be kept on a  
parity with gold by a limited coinage, similar to  
the rape in India. The House Committee of  
the House of Representatives approved of this re-  
commendation and embodied it in this Bill, which  
was passed, but the Senate Committee was afraid  
that it was too radical a measure for the Orient,  
where there was so much free silver coinage in  
the shape of British and Mexican dollars.  
As the two Houses could not agree on the subject,  
nothing was done except that authority  
was given for a subsidiary coinage. The main  
issue, however, will continue in abeyance until  
Congress meets in September next; at present  
there has been no decision one way or the other.

Genuis has somewhat of the infantine.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *a*, nearest Hongkong *b*, midway between Hongkong and Kowloon *c*, and those vessels berthed at the Kowloon Wharf *d*, together with the number denoting the section.

1. From Green Island to the Harbour Master's.

SECTIONS.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

| DESTINATION                            | VESSEL'S NAME  | FLAG & BIG | BERTH | CAPTAIN                      | FOR FREIGHT APPLY TO  | TO BE DESPATCHED           |
|--|----------------|------------|-------|------------------------------|-----------------------|----------------------------|
| LONDON, &c., VIA PORTS OF CALL         | CHUSAN         | Brit str.  | 2 m.  | C. L. Daniel                 | P. & O. S. N. Co.     | On 20th inst. at Noon.     |
| LONDON                                 | ANTENOR        | Brit str.  | —     |                              | BUTTERFIELD & SWIRE   | On 2nd September.          |
| LONDON                                 | DARDANUS       | Brit str.  | —     |                              | BUTTERFIELD & SWIRE   | On 16th September.         |
| LONDON                                 | DIOMED         | Brit str.  | —     |                              | BUTTERFIELD & SWIRE   | On 30th September.         |
| LONDON                                 | JASON          | Brit str.  | —     |                              | BUTTERFIELD & SWIRE   | On 14th October.           |
| LIVERPOOL DIRECT                       | PIERLUISI      | Brit str.  | —     |                              | BUTTERFIELD & SWIRE   | On 20th September.         |
| MARSEILLES & LONDON                    | BANCA          | Brit str.  | —     | E. P. Martin, E.N.R.         | P. & O. S. N. Co.     | On 5th September, at Noon. |
| GENOA, LONDON & ANTWERP VIA SUEZ CANAL | BENVOIRICH     | Brit str.  | —     | R. W. Thomson                | MELCHERS & CO.        | On or about 28th inst.     |
| BRUNNEN, VIA PORTS OF CALL             | KONIG ALBERT   | Ger. str.  | 2 m.  | C. Polak                     | HAMBURG-AMERIKA LINIE | On 26th inst.              |
| HAVRE, BREMEN & HAMBURG                | C. FEED LAMESZ | Ger. str.  | —     | Fuchs                        | HAMBURG-AMERIKA LINIE | On 16th September.         |
| HAVRE & HAMBURG                        | KONIGSBERG     | Ger. str.  | —     | Mayer                        | HAMBURG-AMERIKA LINIE | On 24th September.         |
| HAVRE & HAMBURG                        | BALMBERG       | Ger. str.  | —     | Kirchner                     | HAMBURG-AMERIKA LINIE | On 8th October.            |
| HAVRE & HAMBURG                        | FEINBUBG       | Ger. str.  | —     | Prosch                       | HAMBURG-AMERIKA LINIE | On 22nd October.           |
| HAVRE & HAMBURG                        | SILVIA         | Ger. str.  | —     | Behrens                      | HAMBURG-AMERIKA LINIE | On 6th November.           |
| HAVRE & HAMBURG                        | SAXONIA        | Ger. str.  | —     | Jaeger                       | HAMBURG-AMERIKA LINIE | On 17th September, P.M.    |
| TRISTE, &c., VIA SINGAPORE, &c.        | KLAMBOERGER    | —          | —     | Klamborger                   | HAMBURG-AMERIKA LINIE | Quick despatch.            |
| NEW YORK VIA SUEZ CANAL                | NISSON         | Aus. str.  | —     | SANDER, WIELER, & CO.        | HAMBURG-AMERIKA LINIE | About 27th inst.           |
| NEW YORK VIA PORTS & SUEZ CANAL        | SEMESA         | Brit str.  | —     | STANDARD OIL CO. OF NEW YORK | HAMBURG-AMERIKA LINIE | On 13th September.         |
| NEW YORK VIA SUEZ CANAL                | LINNOX         | Brit str.  | —     | DODWELL & CO. LIMITED        | HAMBURG-AMERIKA LINIE | On 20th September.         |
| NEW YORK VIA SUEZ CANAL                | GLENROY        | Brit str.  | —     | MCGREGOR, BROS. & GOW        | HAMBURG-AMERIKA LINIE | On 27th inst., at Noon.    |
| NEW YORK VIA SUEZ CANAL                | ATON           | Brit str.  | —     | SHEWAN, TOME'S & CO.         | HAMBURG-AMERIKA LINIE | On 10th September.         |
| INDIANA                                | INDIANA        | Brit str.  | —     | JARDINE, MATHESON & CO.      | HAMBURG-AMERIKA LINIE | On 24th September.         |
| EMPEROR OF INDIA                       | YEDO MARU      | Brit str.  | —     | CANADIAN PACIFIC R. CO.      | HAMBURG-AMERIKA LINIE | On 8th October.            |
| INDIANA                                | INDIANA        | Brit str.  | —     | CANADIAN PACIFIC R. CO.      | HAMBURG-AMERIKA LINIE | On 12th September.         |
| INDIANA                                | INDIANA        | Brit str.  | —     | DODWELL & CO. LIMITED        | HAMBURG-AMERIKA LINIE | On 13th September.         |
| INDIANA                                | INDIANA        | Brit str.  | —     | NIPPON YUSEN KAISHA          | HAMBURG-AMERIKA LINIE | On 14th September.         |
| INDIANA                                | INDIANA        | Brit str.  | —     | PORTLAND & ASIATIC S.S. CO.  | HAMBURG-AMERIKA LINIE | On 15th September.         |
| INDIANA                                | INDIANA        | Brit str.  | —     | NIPPON YUSEN KAISHA          | HAMBURG-AMERIKA LINIE | On 16th September.         |
| INDIANA                                | INDIANA        | Brit str.  | —     | NIPPON YUSEN KAISHA          | HAMBURG-AMERIKA LINIE | On 17th September, P.M.    |
| INDIANA                                | INDIANA        | Brit str.  | —     | GIBB, LIVINGSTON & CO.       | HAMBURG-AMERIKA LINIE | Quick despatch.            |
| INDIANA                                | INDIANA        | Brit str.  | —     | BUTTERFIELD & SWIRE          | HAMBURG-AMERIKA LINIE | On 27th inst.              |
| INDIANA                                | INDIANA        | Brit str.  | —     | P. & O. S. N. CO.            | HAMBURG-AMERIKA LINIE | On 28th inst.              |
| INDIANA                                | INDIANA        | Brit str.  | —     | DODWELL & CO. LIMITED        | HAMBURG-AMERIKA LINIE | On 29th inst.              |
| INDIANA                                | INDIANA        | Brit str.  | —     | E. P. Marshall, E.N.R.       | HAMBURG-AMERIKA LINIE | On 30th inst.              |
| INDIANA                                | INDIANA        | Brit str.  | —     | E. Beetham, E.N.R.           | HAMBURG-AMERIKA LINIE | On 31st inst.              |
| INDIANA                                | INDIANA        | Brit str.  | —     | G. Wright                    | HAMBURG-AMERIKA LINIE | To-morrow.                 |
| INDIANA                                | INDIANA        | Brit str.  | —     | S. J. G. Parsons             | HAMBURG-AMERIKA LINIE | On 3rd September.          |
| INDIANA                                | INDIANA        | Brit str.  | —     | H. Fraser                    | HAMBURG-AMERIKA LINIE | To-day.                    |
| INDIANA                                | INDIANA        | Brit str.  | —     | Daboll                       | HAMBURG-AMERIKA LINIE | On 4th September.          |
| INDIANA                                | INDIANA        | Brit str.  | —     | BUTTERFIELD & SWIRE          | HAMBURG-AMERIKA LINIE | On 5th September.          |
| INDIANA                                | INDIANA        | Brit str.  | —     | T. Oreta                     | HAMBURG-AMERIKA LINIE | On 6th September.          |
| INDIANA                                | INDIANA        | Brit str.  | —     | I. Goto                      | HAMBURG-AMERIKA LINIE | On 7th September.          |
| INDIANA                                | INDIANA        | Brit str.  | —     | T. Saito                     | HAMBURG-AMERIKA LINIE | On 8th September.          |
| INDIANA                                | INDIANA        | Brit str.  | —     | Hodgins                      | HAMBURG-AMERIKA LINIE | On 9th September.          |
| INDIANA                                | INDIANA        | Brit str.  | —     | A. Fraser                    | HAMBURG-AMERIKA LINIE | On 10th September.         |
| INDIANA                                | INDIANA        | Brit str.  | —     | SHEWAN, TOME'S & CO.         | HAMBURG-AMERIKA LINIE | On 11th September.         |
| INDIANA                                | INDIANA        | Brit str.  | —     | BUTTERFIELD & SWIRE          | HAMBURG-AMERIKA LINIE | On 12th September.         |
| INDIANA                                | INDIANA        | Brit str.  | —     | E. W. Haswell                | HAMBURG-AMERIKA LINIE | On 13th September.         |
| INDIANA                                | INDIANA        | Brit str.  | —     | J. McIntyre                  | HAMBURG-AMERIKA LINIE | On 14th September.         |
| INDIANA                                | INDIANA        | Brit str.  | —     | Tate                         | HAMBURG-AMERIKA LINIE | On 15th September.         |
| INDIANA                                | INDIANA        | Brit str.  | —     | Mayerhof                     | HAMBURG-AMERIKA LINIE | On 16th September.         |
| SINGAPORE, SOURLABAYA & SAMARANG       | THEODOR WILLE  | Ger. str.  | —     | JESSEN & CO.                 | HAMBURG-AMERIKA LINIE | On 17th September.         |

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Hongkong, 25th August, 1902. [2278]

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Hongkong, 22nd August, 1902. [2254]

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THE Company's Steamship.

"ZAFIRO."

Captain A. Fraser will be despatched for the above port TO-DAY, the 26th inst., at 4 p.m.

Highest class Passenger Steamer, high powered, newest and most up to date on the line. All Accommodation, shipshape. Electric light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to

SHEWAN, TOME'S &amp; CO., General Managers.

Hongkong, 22nd August, 1902. [2255]

OSAKA SHOSEN KAISHA.

THE Company's Steamship.

"KEELUNG MARU," Captain K. Sobajima, will inaugurate the New Service between HONGKONG and SHANGHAI via Paris.

She will be despatched for SHANGHAI via Paris TO-MORROW, the 27th inst., at 4 p.m.

Through Bills of Lading issued for Cargo to Yangtze River ports, as well as for North China ports, in connection with the Nippon Yusei Kaisha's steamer from Shanghai.

For further information apply to the Company's Branch Office at No. 2, Des Vosse Road Central.

T. ARIMA, Manager.

Hongkong, 26th August, 1902. [2224]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1902.

About 27th Aug.

LENNOX.

About 27th Aug.

HEATHBURN.

6th Sept.

AFFEIDI.

20th Sept.

BILLIGEN.

20th Sept.

RICHMOND CASTLE.

11th Oct.

LOTHIAN.

To follow.

LOWTHER CASTLE.

To follow.

For Freight and further information, apply to

DODWELL &amp; CO., LTD.

Agents.

Hongkong, 25th August, 1902. [701]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour.

ADOLPH, Osprey, Am. barque, 2 Ansbury Standard Oil Co.

ALLAS, American ship, McKey, Standard Oil Co.

HYADES, American steamer, Wright, Darrow &amp; Co. Ltd.

KELAT, British ship, John Hughes - Owner MANDER LIAISON, American ship, Nicholls Standard Oil Co.

JARDINE, MATHESON &amp; CO., Agents, "Indra" Line, Ltd.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships - 6,000 Tons - 10,000 Horse-Power - Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

R.M.S. "EMPEROR OF INDIA," Comdr. O. P. Marshall, E.N.R. WEDNESDAY, 27th Aug.

R.M.S. "TARTAR," Comdr. E. Beetham, E.N.R. WEDNESDAY, 10th Sept.

R.M.S. "EMPEROR OF JAPAN," Comdr. H. Pybus, E.N.R. WEDNESDAY, 24th Sept.

R.M.S. "ATHENIAN," Comdr. H. Mowatt

## OCEAN STEAMSHIP COMPANY.

| OUTWARDS.             |            | DUE                |
|-----------------------|------------|--------------------|
| STEAMERS              | "DIOMED"   | On 26th August.    |
| GLASGOW and LIVERPOOL | "JASON"    | On 3rd September.  |
| GLASGOW and LIVERPOOL | "NESTOR"   | On 13th September. |
| GLASGOW and LIVERPOOL | "MACAON"   | On 18th September. |
| GLASGOW and LIVERPOOL | "KAISOW"   | On 18th September. |
| GLASGOW and LIVERPOOL | "ACHILLES" | On 25th September. |

## HOMewardS.

| STEAMERS  |            | T.O.SAIL           |
|-----------|------------|--------------------|
| LONDON    | "ANTENOR"  | On 2nd September.  |
| LONDON    | "DARDANUS" | On 16th September. |
| LONDON    | "DIOMED"   | On 20th September. |
| LONDON    | "JASON"    | On 14th October.   |
| LIVERPOOL | "PYRENEUS" | On 20th September. |

(Taking cargo at London rates) The S.S. "DIOMED" left Singapore on the 21st inst., and is expected here on the 26th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS. O. S. S. CO.

Hongkong, 23rd August, 1902.

## CHINA NAVIGATION CO., LIMITED.

| STEAMERS   |            | T.O.SAIL               |
|--|------------|------------------------|
| NAGASAKI & KOBE                                    | "SHANGAI"  | On 26th August.        |
| CHEFOO AND NEWCHANG                                | "KWEILIN"  | On 26th August.        |
| NINGPO AND SHANGHAI                                | "CHIHLIN"  | On 27th August.        |
| MANILA   | "SUNGKIAO" | On 27th August.        |
| WEIHAIWEI and TIENSIN                              | "NANCHANG" | On 29th August.        |
| CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "CHANGSHA" | On 13th Sept. at NOON. |
| CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "TSINAN"   | On 13th November.      |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried, taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 26th August, 1902.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG TO SHANGAI, INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA FOR PORTLAND, OREGON OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONE CAPTAIN HONGKONG. September 13, 1902 Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th August, 1902.

THE PENINSULE AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN". Captain C. L. Daniel carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 20th August, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Batavia with transhipments.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 18th August, 1902.



TOYO KISEN KAISHA,  
(ORIENTAL S. S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA. THE Company's well-known Steamship

"ROSETTA MARU". 2,375 Tons. Captain Tate, will be despatched for MANILA on SATURDAY, the 30th inst., at NOON.

Magnificent Accommodation. Comfortable Cabin. Excellent Table. Unrivalled Spanish Electric Light. Doctor and Stewardess carried. For Freight or Passage, apply to

THE MITSUI BUSAN KAISHA, Agents.

Prince's Building, Ice House Street, Hongkong, 22nd August, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, "SENECA". About 18th August.

For Freight and further information apply to STANDARD OIL COMPANY OF NEW YORK.

Oriental Shipping Department, Agents.

Hongkong, 13th August, 1902.

[2126]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL THE Steamship

"AETON" will be despatched for the above port on SATURDAY, the 26th September.

For Freight, apply to

SHEWAN, TOMES & CO.

Agents.

Hongkong, 23rd August, 1902.

[2324]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1897.

[2329]

## NOTICES TO CONSIGNEES

BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "HYADES", FROM TACOMA, VICTORIA, TOKIO AND SHANGHAI.

THE above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Carry impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected.

STANDARD OIL COMPANY OF NEW YORK, Oriental Shipping Department, Hongkong, 22nd August, 1902.

[2288]

HONGKONG.

NOTICE TO CONSIGNEES.

THE Steamship "Sorceress" has arrived and is now discharging. Consignees of Cargo are hereby informed that unless they take delivery alongside on or before the 25th inst. their Goods will be landed at their risk and expense in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon. No Fire Insurance will be effected.

STANDARD OIL COMPANY OF NEW YORK, Oriental Shipping Department, Hongkong, 22nd August, 1902.

[2288]

HONGKONG.

NOTICE TO CONSIGNEES.

S.S. "LOWTHER CASTLE" FROM NEW YORK STRAITS AND MANILA.

CONSIGNNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD.

Agents.

Hongkong, 20th August, 1902.

[2248]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE" FROM LEITH, LONDON AND STRAITS.

CONSIGNNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 20th August, 1902.

[2241]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"FREIBURG."

Captain Prosch, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded, unless notice to the contrary is given before 5 P.M. to-day, 22nd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIQUE LINIE.

Hongkong Office.

Hongkong, 22nd August, 1902.

[2266]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAITS.

THE Company's Steamship

"KINTUCK"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 26th inst. at NOON will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godown, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional Goods will be landed here unless instructions are given to the contrary before NOON TO-DAY, the 26th inst.

DODWELL & CO., LTD.

Agents.

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## POST OFFICE NOTICES

The *Lao*, with the French Mail of the 25th ult., left Saigon on Saturday, the 23rd inst., at 6 a.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 21st June.

The *Bengal*, with the English Mail of the 1st inst., left Singapor on Sunday, the 24th inst., at 8 a.m.; and may be expected here on or about Friday, the 29th inst. This packet brings replies to letters despatched from Hongkong on the 30th June.

The *Pura*, with the American Mail of the 1st inst., left Yokohama on Friday, the 22nd inst., at daylight, and may be expected here on or about Saturday, the 30th inst.

## MAILS WILL CLOSE

## FOR

## PER

## DATE

Canton ..... Tuesday, 26th, 7.30 A.M.  
Bjorn ..... Tuesday, 26th, 9.00 A.M.  
Swatow and Bangkok ..... Tuesday, 26th, 9.00 A.M.  
Swatow, Amoy and Foochow ..... Tuesday, 26th, 10.00 A.M.  
Chefoo and Newchwang ..... Tuesday, 26th, 11.00 A.M.  
Yokohama ..... Tuesday, 26th, 11.00 A.M.  
Macao ..... Tuesday, 26th, 11.00 A.M.  
Swatow, Shanghai and Chinkiang ..... Tuesday, 26th, 11.00 A.M.  
Manila ..... Tuesday, 26th, 3.00 P.M.  
Tientsin ..... Tuesday, 26th, 4.00 P.M.  
Kauchuk and Samsui ..... Tuesday, 26th, 5.00 P.M.  
Canton, etc. ..... Wednesday, 27th, 8.00 A.M.  
Aping Maru ..... Printed matter and samples ..... 10.00 A.M.  
Registration ..... 10.00 A.M.  
(Registration with late fee of 10 cents, up to 10.45 A.M.)  
Letters ..... 11.00 A.M.  
Wednesday, 27th, 4.00 P.M.  
Star Ferry Co., Limited ..... Friday, 28th, 3.00 P.M.  
Shell Transport & Trading Co., Limited ..... Saturday, 29th, 4.00 P.M.

Empress of India ..... Printed matter and samples ..... 10.00 A.M.  
Registration ..... 10.00 A.M.  
(Registration with late fee of 10 cents, up to 10.45 A.M.)  
Letters ..... 11.00 A.M.

Ningpo and Shanghai ..... Printed matter and samples ..... 10.00 A.M.  
Manila ..... Registration ..... 10.00 A.M.  
Weihaiwei and Tientsin ..... Printed matter and samples ..... 10.00 A.M.  
Thursday Island, Townsville, Brisbane, Sydney and Melbourne ..... Printed matter and samples ..... 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Chilli ..... Printed matter and samples ..... 10.00 A.M.  
Samklang ..... Registration ..... 10.00 A.M.  
Perlis ..... Wednesday, 27th, 4.00 P.M.  
Nanchang ..... Printed matter and samples ..... 10.00 A.M.  
Kasuga Maru ..... Printed matter and samples ..... 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

E. INDIA & C. India via Tutiencia (Late Letters 10.50 to 11.00 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

CHINA. (Late Letters 10.50 to 11.00 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

EMPIRE, E. INDIA, C. INDIA, CHINA, SINGAPORE, BRITISH NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

TO-DAY.  
Sale, Sundry Goods, Sales Rooms, Messrs Hughes & Hough, 200.  
TO-MORROW.  
Hongkong Hotel, Half-yearly Meeting, in the Hotel, noon.  
Sale, Household Furniture, 2, Victoria View, Kowloon, Messrs. Hughes & Hough, 2.30 p.m.  
Edward, Piry & Co., General Meeting, at the Office of the Company, 4 p.m.

## COMMERCIAL

## CLOSING QUOTATIONS.

25th August.

ON LONDON.— Telegraphic Transfer ..... 1.81  
Bank Bills, on demand ..... 1.81  
Bank Bills, at 30 days' sight ..... 1.81  
Bank Bills, at 4 months' sight ..... 1.81  
Credits, at 4 months' sight ..... 1.81  
Documentary Bills, 3 months' sight ..... 1.81  
ON PARIS.— Bank Bills, on demand ..... 2.18  
Credits, at 3 months' sight ..... 2.22  
ON GERMANY.— On demand ..... 1.77  
ON NEW YORK.— Bank Bills, on demand ..... 4.21  
Credits, 60 days' sight ..... 4.31  
ON BOMBAY.— Telegraphic Transfer ..... 1301  
Bank, on demand ..... 1301  
ON CALCUTTA.— Telegraphic Transfer ..... 1301  
Bank, on demand ..... 1301  
ON SHANGHAI.— Bank, at sight ..... 74  
Private, 90 days' sight ..... 74  
ON YOKOHAMA.— On demand ..... 181 p.c.p.m.  
ON MANILA.— On demand ..... 11 p.c.p.m.  
ON SINGAPORE.— On demand ..... 1 p.c.p.m.  
ON BATAVIA.— On demand ..... 1041  
ON HAIKONG.— On demand ..... 12 p.c.p.m.  
ON SAIGON.— On demand ..... 1 p.c.p.m.  
ON BANGKOK.— In demand ..... 603  
VENEZUELA, Bank's Buying Rate ..... 811.43  
D LEAV, 10% fine, per cent ..... 104.02  
X SILVER, per cent ..... 241  
OPIUM. 25th August.  
Quotations are— Allow're not to 10 cent.  
Malwa New ..... 8896 to 8910 per picul  
Malwa Old ..... 8980 to 9000 " "  
P. F. per wrapped ..... to "  
Persian fine quality ..... 80.00 to "  
Persian extra fine ..... to "  
Patna New ..... 9427 to "  
Patna Old ..... 8922 to "  
Bihar New ..... 8895 to "  
Bihar Old ..... 8922 to "

## VESSELS EXPECTED

THE FRENCH MAIL. The M.M. steamer *Lao* left Saigon on the 23rd inst., at 6 a.m., for this port.

THE ENGLISH MAIL. The P. & Q. steamer *Beaufort* left Singapore for this port on the 23rd inst., at 8 a.m., and is due here on the 29th inst., at about 10 a.m.

THE INDIAN MAIL. The steamer *Arabian Pearl*, from Calcutta, left Singapore for this port on the 22nd inst., a.m.

THE GERMAN MAIL. The Imperial German mail steamer *Kong Albert*, left Kobe, via Nagasaki, Shanghai and Foochow, on the 24th inst., at 8 p.m., and may be expected here on or about the 3rd prox.

The Imperial German mail steamer *Kong Reich*, left Colombo on the 24th inst., and may be expected here on or about the 4th prox.

THE AMERICAN MAIL. The P.M. steamer *Pera* left Yokohama for this port on the 1st inst., at daylight, via Island Sea, &c.

## THE AMERICAN MAI

The P.M. steamer *Pera* left Yokohama for this port on the 1st inst., at daylight, via Island Sea, &c.

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